

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1

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SECRET

COUNTRY Bulgaria

REPORT NO.

25X1

SUBJECT Information on Various
Bulgarian Airfields

DATE DISTR.

11 January 1954

NO. OF PAGES 12

DATE OF INFO.

REQUIREMENT NO.

25X1

PLACE ACQUIRED

REFERENCES

25X1

25X1 Gabrovnitsa

25X1 1. Between Mikhaylovgrad and Lom, in the vicinity of Gabrovnitsa (N 43-32, E 23-15), 14 kilometers north-northeast of Mikhaylovgrad, jet aircraft were observed taking off from an airfield located slightly to the right. The runway appeared to be headed in an east-west direction.

25X1 Lyubenets

2. The chief airfield in the vicinity of Stara Zagora is allegedly located at Lyubenets (N 42-22, E 25-57), 27 kilometers east-southeast of Stara Zagora. This airfield is reportedly being used by large aircraft; it was used during World War II by the Germans as an auxiliary field and has allegedly been renovated.¹

25X1 Dolna Mitropoliya

3. The following legend refers to a sketch of the Dolna Mitropoliya airfield included as Appendix A on page 7.

1. Headquarters, a 2-story building 40 x 20 meters in size
2. A building for the officer of the day, 15 x 10 meters in size
3. Guard posts, 5 x 3 meters in size
4. Barracks, a 2-story building 40 x 10 meters in size, for housing about 120 men
5. Barracks for aviators
6. Parachutists' room, 50 x 20 meters in size
7. Parachute depot
8. Hangars, 80-100 x 15 meters in size

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STATE	X	ARMY	X	NAVY	X	AIR	EV	X	FBI		AEC						
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SECRET [REDACTED]

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9. Weapons depot, 25 x 10 meters in size
10. Depot
11. Infirmary, 10 x 6 meters in size
12. Fuel (?) depot

25X1 Plovdiv [REDACTED]

4. Construction work at Plovdiv airfield has been completed. In addition to the twelve hangars located above ground, underground shelters for airplanes and underground fuel and munitions depots have been constructed. On 16 May 1953, twenty-seven MIG 15 aircraft and six old-type heavy bombers were observed at this field.

25X1 Dobrich (now Tolbukhin) [REDACTED]

5. An airfield has been recently constructed in the immediate vicinity of Polkovnik Sveshtarovo (formerly Bash Bunar) (N 43-33, E 27-56), eight kilometers east-southeast of Dobrich. This airfield is occupied by Bulgarian Army air forces.²

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Polikraishte [REDACTED]

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6. [REDACTED] the airfield of Polikraishte was occupied by only 25 airmen who were guarding the field. [REDACTED] eight training aircraft and 160 Air Force men arrived at Polikraishte from Yambol; two of these aircraft subsequently returned to Yambol. [REDACTED] the airfield was inspected by an unidentified Soviet colonel.

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25X1 Novoseltsi [REDACTED]

7. The Novoseltsi airfield is located 500 meters northwest of Novoseltsi (N 43-59, E 22-50), to the south of the Gradets (N 44-02, E 22-45)-Vidin Road. This field is 1,500 x 1,000 meters in size and is bordered on three sides by fields; the southeastern side bordering on a branch of the Topolovitsa River. The ground is hard and grassy, and there are no drainage facilities. Prevailing wind is from the northwest. There are no permanent constructions or installations at this field and the troops here are quartered in private homes or in tents. There are no munitions or fuel depots and no radio, radar, or goniometer facilities at Novoseltsi airfield.

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8. [REDACTED] this field was not occupied, but it was reported that the headquarters and one company of a fighter group of Sofia were scheduled to move to Novoseltsi airfield toward the end of April 1953.

9. The following legend refers to a sketch of Novoseltsi airfield included as Appendix B on page 8.

1. Novoseltsi airfield
2. Airfield under construction at Gradets

25X1 Elin Pelin [REDACTED]

10. The Elin Pelin airfield was previously known as Novoseltsi airfield and is located between Elin Pelin and Musachevo (N 42-41, E 23-34). It includes a standard-type hangar and various unidentified buildings.

25X1 Novo Selo [REDACTED]

11. The Novo Selo airfield is located 25 kilometers northwest of Vidin in the vicinity of the Rumano-Bulgarian border and in the Novo Selo (N 44-10, E 22-47)-Bregovo (N 44-09, E 22-39)-Gumsovo (N 44-06, E 22-46) triangle, on the south side of the Novo Selo-Vidin Road.

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SECRET [REDACTED]

25X1 [REDACTED]

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12. The Novo Selo airfield is 1,800 x 800-1,000 meters in size and is surrounded by flat country. The ground consists of hard sand, is grassy, and has no drainage facilities. Prevailing wind is from the northwest. Buildings consist of two permanent structures, several temporary installations, wooden huts, and tents. The permanent structures are 20 x 10 meters in size and are used as offices. The troops are quartered in tents and there are no hangars.
13. There is no munitions depot, nor are there radio, radar, or goniometer facilities at this field. A temporary fuel depot, located above ground is situated north-east of the airfield, between the Vidin-Novo Selo Road and the Danube.

14. The following men are based at Novo Selo airfield:

- a. One company of a fighter group from Sofia,
- b. One Air Force technical company, and
- c. One drivers' school, the students of which come from various units in the Sofia area.

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15. These troops arrived at the airfield [REDACTED] in preparation for the summer maneuvers. The fighter and the technical companies are composed of a total of approximately 100 men. The drivers' school includes 120 men who were drivers in civilian life, but who have to obtain their military driving permits. The drivers were drafted into the Air Force in Sofia, drove to Novo Selo [REDACTED] and left the airfield during April. The remainder of the fighter group stayed in Sofia and only one company came to Novo Selo. This group is equipped with eight YAK-9 aircraft.

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16. There is no concrete runway at Novo Selo airfield, nor are any plans being made to construct one. There are no lighting facilities nor beacons. No construction work is in progress.

17. The fighter company at Novo Selo airfield is equipped with the following vehicles:

- a. Three VLs;
- b. Two tank trucks;
- c. Three 1.5-ton trucks; and
- d. Five 3-ton trucks.

18. The drivers' school is equipped with the following vehicles:

- a. Three Pobeda VLs;
- b. Five ZIS 1.5-ton trucks;
- c. Five 3-ton trucks of Soviet construction;
- d. Two jeeps; and
- e. Four motorcycles of Soviet construction.

19. There is no railway line connection with this airfield.

20. A sketch of Novo Selo airfield is included as Appendix C on page 9.

25X1 Graf Ignatovo [REDACTED]

21. The Graf Ignatovo airfield is located approximately 20 kilometers east of Pleven, along the Pleven-Obnova (N 43-26, E 25-00)-Levski (N 43-21, E 25-09) highway, approximately 500 meters south of the Pleven-Levski railway line.

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22. This is a former operational airfield which has been rebuilt, and is 2,500 x 1,200 meters in size. The ground consists of a drained field, and prevailing wind is from the southeast.

23. The following buildings are located at Graf Ignatovo airfield:

- a. Two reinforced concrete hangars, 85 x 35 meters in size;
- b. One reinforced concrete hangar, 50 x 30 meters in size;
- c. One headquarters building;
- d. Three 1-story buildings used as barracks.

24. [] there was no munitions depot at this field; however, one was scheduled to be constructed. An underground fuel depot was constructed 700 meters from the northeast corner of the field, in the vicinity of the Pleven-Levski railway line. Capacity of this fuel depot is unknown. []
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25X1 [] there were no radio, radar, or goniometer installations at this field.

25. A sketch of the Graf Ignatovo airfield is included as Appendix D on page 10.

25X1 Telish []

26. The Telish airfield is allegedly a training base for day and night flights. There is no concrete runway. Night lighting facilities consist of fixed lamps on bases 40 centimeters high.

27. The following legend refers to a sketch of Telish airfield included as Appendix E on page 11.

1. Telish railway station
2. Guard post and main entrance
3. Guard post and airport entrance
4. Transformer
5. Armory
6. Accumulator station
7. Garage
8. Barracks, for one or two companies
9. Main hall and movie theatre
10. Study hall
11. Commandant's offices
12. Quartermaster
13. Hangars
14. School headquarters
15. Television (sic) apparatus
16. Base headquarters
17. Airmen's club and mess hall

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18. Barracks, one or two companies
19. Bath house and laundry
20. Stables
21. Oven, bakery
22. Food and clothing warehouse
23. Pig pen
24. Munitions depot
25. Fuel depot
26. Fuel depot guard
27. ?

25X1 Khaskovo [REDACTED]

27. A new airdrome has been completed in the vicinity of Khaskovo and is located three kilometers northeast of the crossroads of the Khaskovo-Dimitrovgrad and the Khaskovo-Plovdiv highways, 500 meters to the east of the Dimitrovgrad highway. The runway is concrete and runs in a northwest-southeast direction. Several paved taxi strips lead to the runway. The construction of this airfield was completed on 25 January 1953. No construction has been observed and up to now no airplanes have been seen here. The area surrounding this airfield is restricted. The field was constructed for the Soviets following their orders and is not to be used by the Bulgarian Air Force.³
28. A sketch of the Khaskovo Airfield is included as Appendix F on page 12.

25X1 Lovech [REDACTED]

29. The Lovech airfield is located at the northwest corner formed by the Pleven-Lovech Road and the Levski-Troyan railway line. The railway line runs along the southeastern side of the field. The surrounding area is partially wooded and, because of this, the airfield is difficult to observe. Its approximate dimensions are 700 x 800 meters. The hangar is large with a roof composed of triangular sections; it is flanked by two smaller buildings. Trees surround the other buildings which appear to be six or eight in number. These buildings are low and long, are occupied by troops, and may be used as barracks, offices, workshops, etc. [REDACTED] four or five fighter aircraft, allegedly LA-5s, in poor condition, were parked at the edge of a small woods. South of the airfield, between the railway line, the road, and the city of Lovech, there is a group of buildings which appear to be occupied by a civilian school.

25X1 Varna-Topolite [REDACTED]

30. The Varna-Topolite airfield includes a total of five buildings, all located at the northwest corner of the field; there are no hangars. This field is used by the Bulgarian Air Forces. [REDACTED] two PS-84s and four small military bi-planes were observed here.

[REDACTED] Comments:

1. The existence of another airfield for night bombers, located in the vicinity of Stara Zagora, is very possible. Lyubenets is situated along the Plovdiv-Burgas line, half-way between these two cities and one kilometer from the Nova Zagora-Maritsa railway line.

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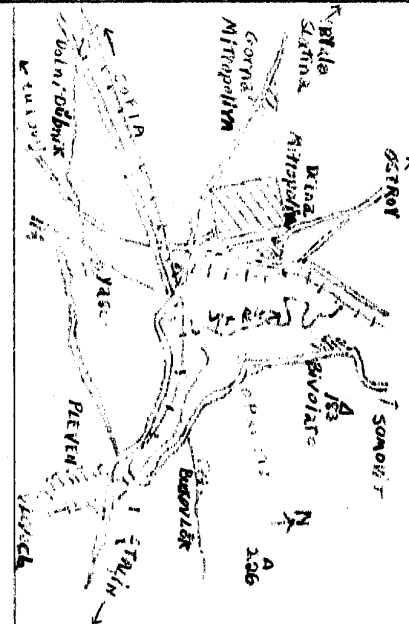
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2. This is allegedly, therefore, the third airfield in the vicinity of Dobrich.
3. This airfield is not to be confused with the Uzundzhovo field.

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Scale:
1:200,000

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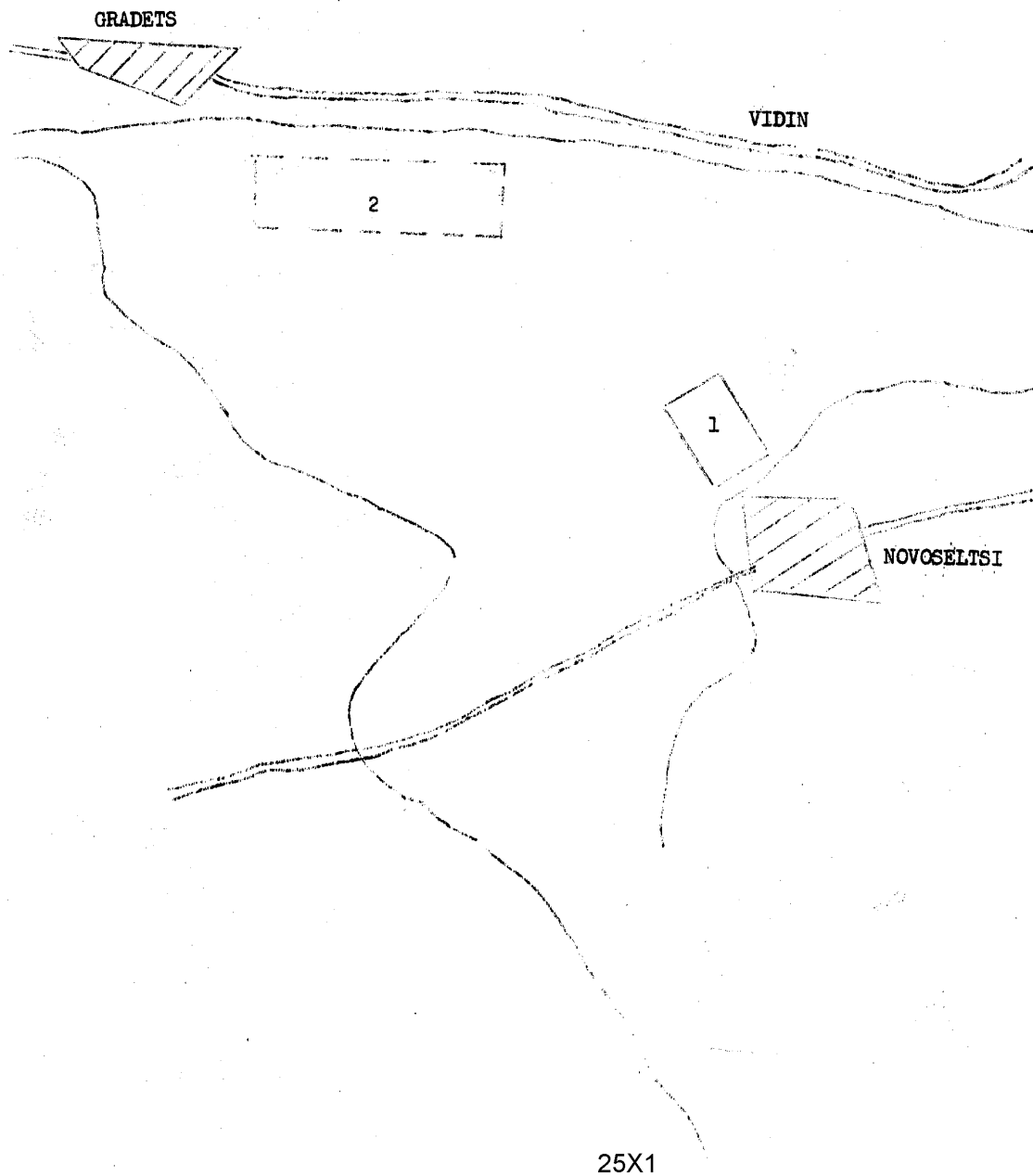
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APPENDIX B

The Novoseltsi Airfield



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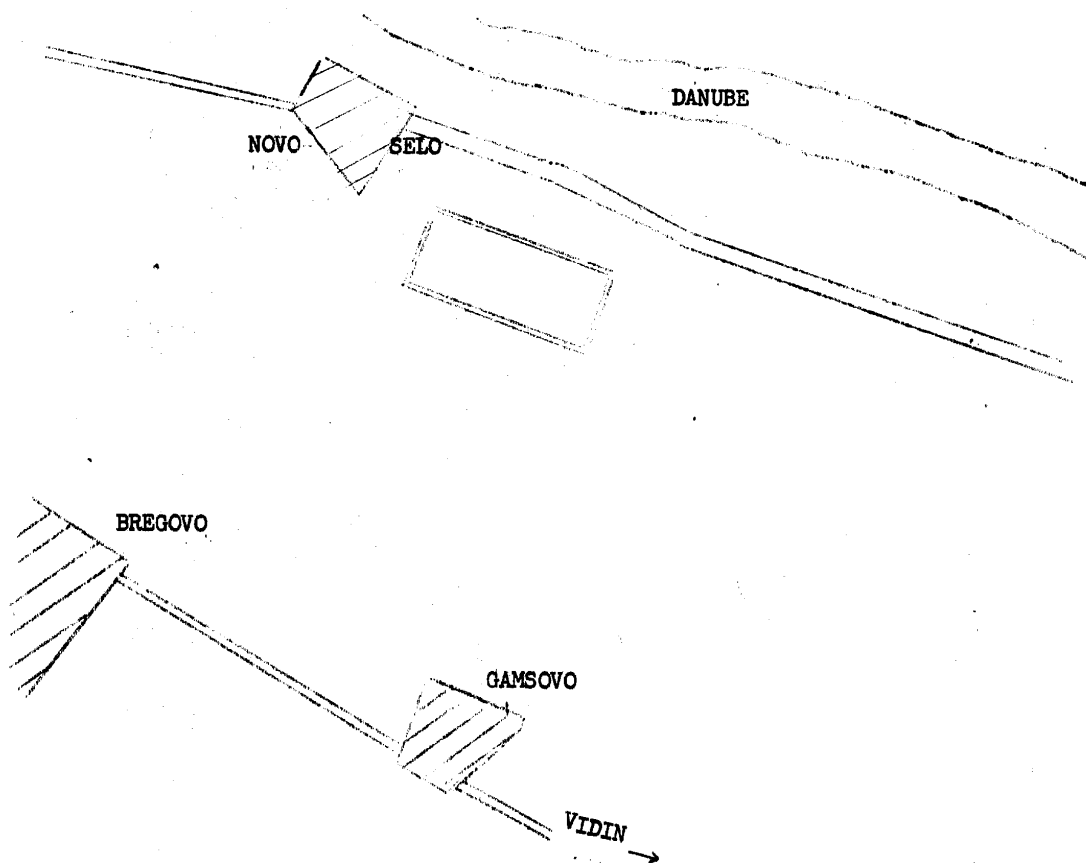
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APPENDIX C

The Novo Selo Airfield



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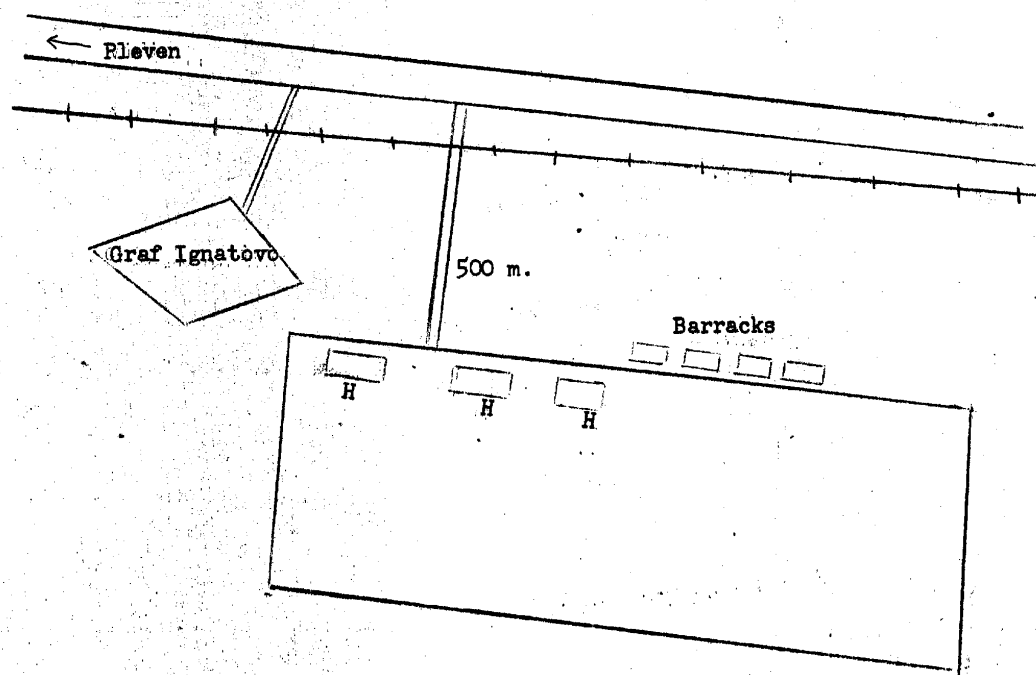
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APPENDIX D

The Graf Ignatovo Airfield



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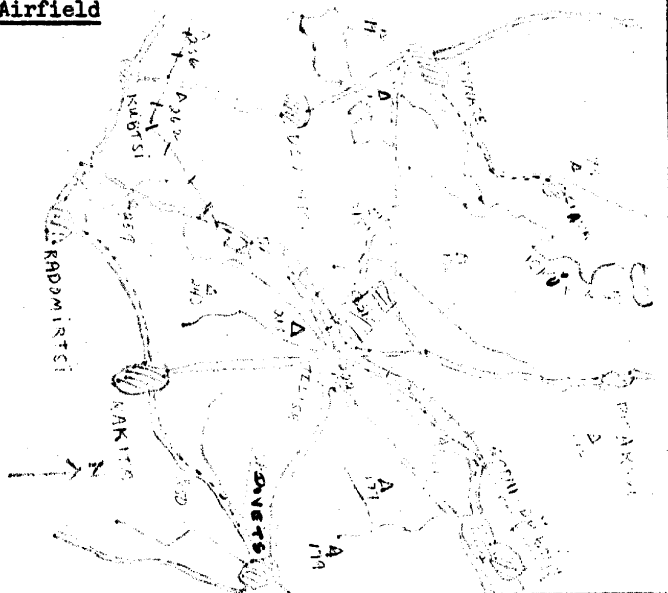
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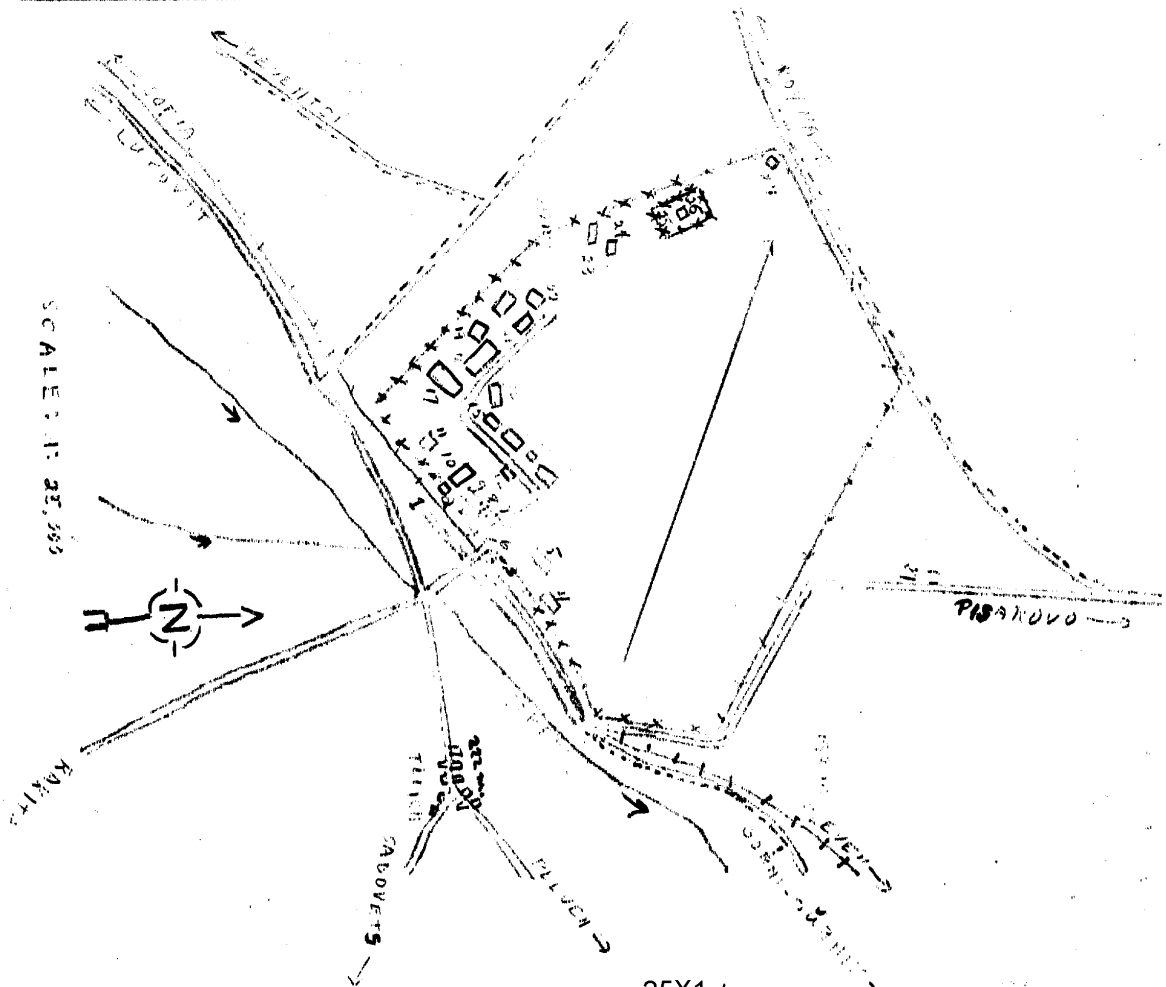
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The Telish Airfield

SCALE: 1:200,000 m



SCALE: 1:25,000



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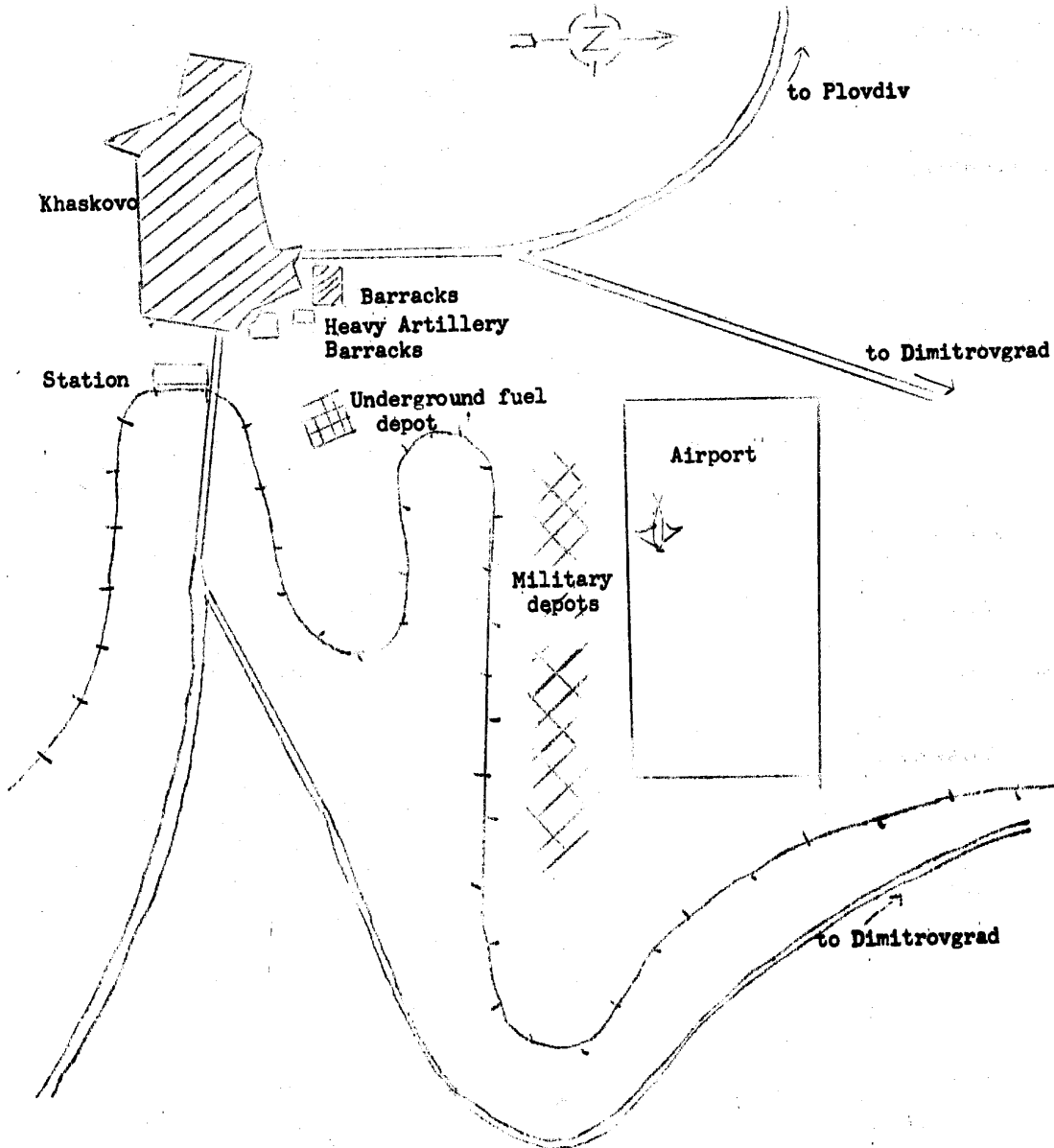
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APPENDIX F

The Khaskovo Airfield



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